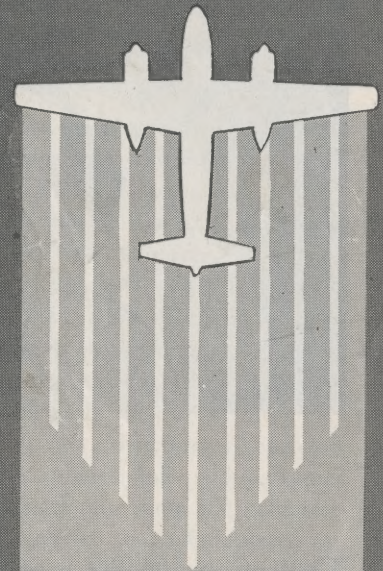


October 1950



AIR RESERVE FORCES *Review*

AIR FORCE RESERVE AIR NATIONAL GUARD
AIR FORCE ROTC CIVIL AIR PATROL AIR EXPLORERS



"... I have every confidence in the reservists."

BRIG GEN ROBERT L. COPSEY, USAFR, became the Deputy Special Assistant to the Chief of Staff for Reserve Forces on the 10th of August, replacing Brig. Gen John P. McConnell, reassigned overseas.

When ordered to extended active duty, General Copsey took leave from his civilian position as Chief, Bureau of Aeronautics, for the State of New Jersey. The Reserve assignment from which he was relieved was as the CG of the 63d Trp Carr Wing at the AFRTC at Floyd Bennett NAS, NY.

General Copsey's military experience dates back to enlisted service as a flying cadet in the Signal Corps in July 1917. He served as a flight instructor at Kelly Field as a lieutenant until 20 Feb 19.

Upon return to civil life, General Copsey also entered Reserve and National Guard work, and had broad active and inactive duty experience with both components between 1919 and 1940. In September of 1940 he went on active duty which continued throughout the recent war.

During his commissioned experience, he has held both staff and command positions. The latter predominate. They include assignments in command of squadrons, groups, air depots, AF bases, and for a short time the First Trp Carr Comd with headquarters at Stout Fld, Ind.

In his staff assignments he has served as Division Air Officer, 44th Div; Corps Air Officer, Second Army Corps; and Acting A-3 of the Air Serv Comd.

General Copsey (then a colonel) reverted to inactive status in August 1946. As a reservist he was given command of the 91st Air Div at Newark Airport, NJ, and most recently, led the 63d Trp Carr Wing at the Floyd Bennett

Reserve Training Center. He was promoted to the rank of brigadier general in February 1948.

Two tours of temporary duty were performed at Hq USAF in 1948 and 1949. On these occasions General Copsey was called upon to serve on special staff committees considering civilian component problems. His contributions to the deliberations of these committees led to the accomplishment of several important staff studies and many recommendations pertinent to the present Reserve Training Program.

A few days ago General Copsey was asked by a member of the staff how he felt about reservists, their training program, and their outlook with respect to the over-all state of affairs. This was his reply:

"From my experience over the past three or four years of working with and for reservists, I am convinced that much needs to be done to effect a better balance between the Air Force and its reserves with respect to not only the mission and requirements of the Regular Establishment, but the capabilities and limitations of the individual reservist as well. Re-programming of certain phases of Reserve activities has already begun and I know that improvements are on the way.

"As I see it, the impact of partial mobilization upon the Reserve Program is of such magnitude that it will require increased efforts on the part of our reservists if they are to 'hold that line.' The present international situation presents a challenge and will test the strength and capabilities of this Regular-and-Reserve team of ours. I have every confidence in the reservists, and I am certain that when the chips are down they will be in there doing their part exceedingly well."



Ground Observer Corps

NEEDS YOUR SUPPORT

A VALUABLE SERVICE to the Nation can be rendered by reservists in connection with the strengthening of our newest Air Force organization, the Ground Observer Corps. The development of the Corps to an efficient level requires the "spark-plugging" and continued interest of a large number of people. This is necessary in the promotion and establishment of any volunteer organization—which the Ground Observer Corps is.

Members of the USAFR, particularly those in the Volunteer Air Reserve, working with or in support of local representatives of the Air Defense System, can "spread the word" about the important mission which has been given the Corps, and can help attract citizens to it.

General Vandenberg put a message to the Corps in the new ConAC pocket manual, "Instructions to the Ground Observer Corps." Said the Chief of Staff, "The Corps for which you are now to be trained is an adjunct of the regular and reserve components of the United States Air Force whose mission it is to guarantee the air defense and air security of our Nation. Your freely volunteered service in that corps is in the true American tradition. Your participation in the responsibilities of the Corps, serving under the Continental Air Command, will strengthen a vital link in the air raid warning system."

In view of all the speeches, radio comments, and news discussions concerning the development of a Nation-wide radar warning net, there is apt to be some apathy about the Ground Observer Corps. Many citizens, ignorant of the facts, will wonder why a Corps

is needed if we have a net complete with sensitive instruments and complex aircraft detection equipment.

Reservists can help correct this hindering situation by calling attention to the fact that there are some tasks in this field which the net machinery cannot perform and which must therefore be carried out by man.

The job of the Aircraft Observer is to help protect the Nation from air attack by assisting the radar defenses. Radar cannot do the job alone. Radar is limited in its ability to see below 5,000 feet. Like television, it has a line-of-sight restriction which prevents it from covering areas blocked out by hills or mountains and other obstructions. The cost of additional electronic equipment to fill these many gaps would place a tremendous strain on our national economy. Corps members, therefore, are filling the mechanical gaps.

Throughout the Nation, there will be more than 8,000 Observation Posts in areas equipped with radar detection and fighter direction facilities. "Aircraft Flashes," as the Observers' reports are termed, are phoned to Filter Centers, interpreted, and if the situation warrants, are relayed to stations from whence orders to "take off and intercept" are given to ConAC's Air Defense System pilots.

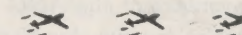
ConAC has the responsibility for air defense of the country. This task is carried out through the Command's Eastern and Western Air Defense Forces. These organizations are headquartered at Stewart AFB, NY, and at Hamilton AFB, Calif, respectively.

The 26 Filter Centers now being operated were established by the Air

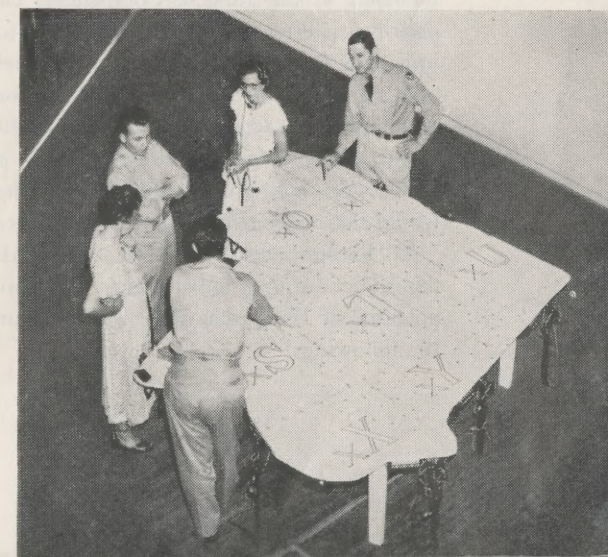
Defense Forces. Each one has an officer (usually company grade) and two airmen permanently assigned. In addition, six Reserve officers, members of ConAC corollary units, train with each Center. Ground Observer Sqs (corollary) have been established at five locations in the Nation. Members of these corollaries are assigned to train—and in emergency, to serve regularly—with the Filter Centers in their areas.

Each Center, therefore, is operated by this combined full- and part-time military staff plus some 500 volunteer civilians selected and administered on a cooperative basis by the Air Force and the State concerned.

Col B. M. Wootton, Director of Civil Air Defense, ConAC, commented a few days ago that while no great number of opportunities for active duty will be presented to reservists through the Ground Observer Corps, the amount of good that can be done for the Corps program by members of the USAFR at the community level under the heading of civic-minded cooperation is practically limitless.



Filter center plotting table.



Air Staff...

COMMITTEES MEET

A SPECIAL joint meeting of the Air Staff Committees for Reserve and National Guard Policy was convened on 2 August by order of the Secretary of the Air Force.

The Joint Committee is authorized by Section 5 of the National Defense Act, and although it has long existed on paper, this was the first time it had been convened as a unit.

The group was addressed by Asst Secy AF Stuart, General Vandenberg, and Maj Gen Hoag, and was thoroughly briefed by all staff agencies on the world situation and its possible effect on the civilian components' program.

Mobilization plans and the effective employment of the Reserve components in the light of the Korean situation were thoroughly discussed. A number of pertinent recommendations developed in the conference have been submitted for staff study and comment preparatory to their forwarding to the Secretary of the Air Force for action. Here are some of the principle recommendations:

"1. Inasmuch as the Air Force is to be expanded to a 69 Combat Wing Force and trained units now in existence in the AFRTC units, and the proposed Combat Wings of the ANG reorganized to conform with Air Force Structure, are now available and will be in active service in the near future; it is recommended that AFRTC and ANG Combat Wings be called to fill out the required expansion to a 69 Combat Wing Force on an equitable basis from each of our two Reserve Components."

"2. It is the opinion of the Committee that ANG units should be brought into Federal Service under P/L 599 for general service and not individual members thereof, except that officers and airmen on the State Staffs may be brought into Federal Service as individuals."

"3. For members of the ANG who request and qualify for deferment an Inactive Air National Guard status should be created and such personnel transferred thereto. Those members of the Reserve Components eligible for but not desiring deferment should be required to sign a statement indicating their desire to be retained in their respective units."

"4. It is recommended that Reserve Component Members and/or Reserve Component Units be notified of the date of call to active duty as far in advance as possible, preferably at least 30 days prior to such call if the national security would not be jeopardized by such advance notice."

"5. Recognizing the need of the USAF for an active establishment of 69 Combat Wings, supplemented by a combat potential of 27 Combat Wings, this Committee recommends the following:"

"a. In the event of mobilization of any of the Air Guard units for the purpose of augmenting the build-up of the active Air Force to 69 Combat Wings, additional units either in the Air Guard or the USAFR should be constituted on an inactive status."

"b. It is recommended that the 12 Guard Wing Hqs and the 27 ANG Tactical Gps with supporting units as now constitute the ANG be converted immediately to 27 Combat Wings. An ANG Tactical Gp with its supporting units now approximates the strength of a Regular AF Combat Wing and may be easily converted to a Combat Wing prior to mobilization in accordance with the Regular AF tables of organization. It is recommended that funding and logistical support for this increased troop basis be obtained."

"c. In the event the reorganization of the ANG to the Air Force Combat Wing structure cannot be effected prior to mobilization, it is recommended that when 3 Guard tactical squadrons and supporting units are ordered into duty, a tactical group and service group be also ordered to duty. In the event that 2 tactical groups or 7 tactical squadrons are ordered to duty that a wing headquarters together with supporting units will be also ordered to duty."

"6. In order to fully meet the personnel requirements of the 48-Group Program and also the additional personnel requirements of the FEAF augmentation, it is recommended that involuntary orders to active duty of certain USAFR personnel be continued, subject to the following considerations and priorities:"

"a. The mobilization assignment personnel and corollary units should first be exploited fully to meet individual SSN requirement as generated by vacancies within the 48-Group Program and FEAF augmentation."

"b. That personnel of the AFRTC having SSN's not required in the 69-Group Program may be withdrawn from their units and used as individual fillers. Such a policy would preserve, in so far as possible, the integrity of the AFRTC Units."

"c. In the event that requirements cannot be met from a and b above, then it is recommended that Volunteer Reserve personnel be utilized."

"7. It is recommended that the AFRTC Wings be authorized to activate and man all supporting units in their Wing-Base organization as called for in AFR 20-15. Specifically, it is recommended that activation of Food Service Sqs, Motor Vehicle Sqs, Air Installation Sqs, and Military Police Sqs be authorized and directed."

NEW EMERGENCY MANAGEMENT COURSE OFFERED

THE RESIDENT COURSE in "Emergency Management of the National Economy" presented at the Industrial College of the Armed Forces in Washington, DC, has been prepared in correspondence course form and made available to AF reservists through the USAF Extension Course Institute. Credits toward promotion and retention will be granted for successful completion of this course. This instruction is of particular interest to those whose military or civilian work relates to economics, logistics, political science, business administration, education, industrial management, and similar occupations or fields of study.

Quoting from the prospectus issued by the Industrial College, "A written text has been prepared to facilitate an orderly course of instruction utilizing a system of progressive study assignments. The text is intended to present to the student the background material and generally accepted basic principles necessary to a sound analysis of the problems faced in a mobilization of the national economy. To augment the text materials, briefs and resumés of current activities are mailed to the student from time to time as they become available. By this method the student will be kept abreast of timely information and events, the changing nature of which is inherent in any planning study. The course is designed to be accomplished in one year by the average student."

"The scope of the course includes a review of fundamentals that are essential to an understanding of the problems under consideration such as economics, administrative management, and the social-psychological factors involved. This review is followed by a consideration of the various controls and their effects on the stabilization of the economy, including priorities, allocations, and price, profit, and wage controls."

"Next, the procurement planning and purchase functions are examined

from the development of military and civilian requirements through the delivery and distribution of items to consumers. The essentials to production are treated at some length, and include material and manpower resources, facilities, transportation, communications, power, public health, and civilian defense.

"Foreign aid, economic intelligence, and economic warfare measures are studied, and finally the correlation of all these elements is analyzed with the object of developing thought as to the best method for organizing and mobilizing the national economy in the event of a future emergency."

Enrollment in the Industrial College course may be accomplished by means of the same application form used in enrolling in the program of the USAF Extension Course Institute. That form is obtainable through Organized and Volunteer Air Reserve units, and at any headquarters of the ConAC numbered air forces. Applications should not be sent to the Industrial College.

APPOINTMENTS EXTENDED

AS A RESULT of a new legal opinion rendered on the subject by the Air Judge Advocate General, the reappointment of Reserve officers upon conclusion of their 5-year terms is not necessary under the present technical status of the Nation with respect to World War II. Inasmuch as that war has not been officially ended, Reserve appointments which began on or after 29 Jun 45 are still in effect and are good for the duration plus 6 months. (Reference: par 7, Sec 127a, Nat Def Act.) Such appointments remain in force with or without the consent of the individuals concerned.

The reappointment system discussion presented in the June REVIEW is therefore inapplicable.

CADET EXCHANGE BIG SUCCESS

THE PRINCIPAL MISSION of the CAP International Cadet Exchange Program—to help promote friendship and understanding among Nations—was certainly accomplished among the young men participating in the project this summer." So said Col H. D. Byrd, Texan vice-chairman of the CAP National Exec Board, following the International Party held at his Dallas home during the cadets' visit to the Lone Star State.

In all, 70 cadets representing Canada and Great Britain (25 each), France, Italy, Switzerland, and Portugal (5 each), enjoyed the festivities and toured AF bases, manufacturing plants, museums, and historical sites during their 2 weeks in Texas under Colonel Byrd's guidance.

American jet fighters were inspected, aircraft production was observed, and



the visitors saw USAF flying cadets undergoing training at Randolph AFB. The Swiss cadets, being glider pilot instructors, were pleased to find themselves guests of the National Soaring Meet in Dallas. They were flown daily in CAP planes, and each one made his first solo flight within a week under CAP instructor supervision.

The visitors returned to their own countries, avid "ambassadors of friendship", much impressed by what they saw and learned here, and well supplied with fond memories, souvenirs, photos, and recordings testifying as to their successful and interesting trip.

Consideration is being given to the suggestion offered that the 1951 Cadet Exchange be a United Nations affair, with several representatives of many countries participating in this worthwhile program.

Reserve Training IN HAWAII

SEVERAL THOUSAND residents of Hawaii are participating in the training program supervised by the Reserve Forces Section of the Pacific Division of MATS at Hickam AFB, Honolulu. These citizens are mobilization assignees and members of corollary units, VART units, the Hawaii Air National Guard, the AF ROTC at the Univ of Hawaii, the Explorer Program, and the Civil Air Patrol. Nearly 1,000 men, women, and young cadets are active in the CAP alone.

M-Day assignees are training in all key positions currently occupied by members of the MATS PACD. In addition to participating in their MATS work, six assignees who are former fighter pilots are flying part time with the Air Guard and helping that organization's training program. A condition of mutual respect and good feeling has been established between the Reserve and the Guard in Hawaii as a result of this and other collaboration.

An outstanding feature in the Hawaiian program has been conducted by Flight D of the 4th Air Rescue Sq, Major Billingham, commanding. It is the aim of this organization to give the most extensive training possible to each of its mobilization assignees. In this squadron, Reserve personnel fly side-by-side with the permanent ARS crewmen, and on several occasions the reservists have assisted in rescues of fishermen, boating enthusiasts and swimmers from the shark-infested waters of

the Territory of Hawaii. The area covered by these composite crews reaches from the Island of Oahu southward to the big Island of Hawaii and toward the west as far as Johnston Island, 730 miles away.

In the flying program in which the new 8526th AT Sq (corollary) is active, the time spent in training aloft totals more than 400 hours per month. Approximately 90 percent of the officers on flying status have current green or white instrument cards. This has been achieved through the cooperation given by the personnel of the 1500th Air Trans Gp Instrument Training School, who have devoted much after-duty time



Capt C. Bonham, Hawaii Air Guard pilot, also flies transports as a commercial airline captain.

to assure that all Reserve officers on flying duty would be proficient and current according to the latest AF directives on the subject.

The Hawaii Air National Guard, better known as "HANG" to the people of the Territory, is the 199th Ftr Sq (4 flights of F-47's and a utility flight). It is composed of former wartime pilots and men from the several branches of the military service. The HANG recently received notice that it had won the Spaatz Trophy for achieving the highest Operational Readiness Test score of all of the units in the 61st Wing of the California ANG, the or-



MATS Reserve and Regular officers discuss the AIR RESERVE GUIDE, an informational pamphlet they devised.

ganization to which it is assigned for the Spaatz competition.

In addition to the ORT, the Air Guardsmen had other concentrated training activity during "Operation Miki," the big maneuver last year in which a task force attempted to take the Hawaiian Islands. HANG pilots flew top cover for the defenders, surprised a carrier task force, and made simulated bomb runs on the carrier and destroyers after using island mountains on their approach to shield them from radar detection. Pilots of the HANG are well acquainted with flyers on many Navy flat-tops because all carrier task forces that proceed into this Territory engage in mock warfare with the Hawaii Air Guardsmen.

During the eruption of the volcano on Mauna Loa, the Air Guard assisted in the rescue work by flying over the stricken area to direct emergency crews from the air.

Another 150 AF ROTC students joined this fall with the 200 or so who started the Admin & Logistics Course offered at the Univ of Hawaii for the first time this past school year. The initial crop of graduates will be commissioned in June 1951. It is expected that a number of future HANG officers will come from this source.

The largest member of the AF Reserve Forces family in Hawaii is the Civil Air Patrol, which, a couple of months back, boasted 995 active members within the Territory.

(Continued on next page)

In the field of education, the CAP has been instrumental in having an "Aviation Education Course" established in four high schools. For this course, in which 140 students were enrolled last year, a full science credit is granted toward acceptance into college. Because of the initial shortage of qualified teachers, the instruction was limited to students with better than average academic standings. A special course for instructors was given at Hickam AFB this summer in order to relieve this situation and to extend the student program to additional schools. For the time and effort involved, the Univ of Hawaii offered five credits toward a Master's Degree to all who successfully completed the 190-hour course.

Another CAP program with wide community interest is the Disaster Warning System which uses five L-5 type planes equipped with locally purchased sirens to warn residents in areas of impending disasters. This program is carried out in conjunction with the Honolulu Police Department, local radio stations, and the CAP Radio Network, operating in Hawaii and with mainland stations. During the past year, the L-5's proved their value when they screeched a warning of possible damage from a threatened tidal wave. The area involved was quickly evacuated and, even though the tidal wave dissipated before reaching the island and no great damage resulted, the value of the warning service will not soon be forgotten.

Latest development in AF-civilian collaboration here is the institution of an Explorer Program in the Honolulu area. Working with local Scout officials, PACD officers arranged for the first Hawaiian Air Explorer Summer Encampment to be held at Hickam in mid-July this year. Nearly a hundred 14- to 16-year-olds, were quartered in two barracks on the base for a week. They received instruction from AF experts in such subjects as navigation, weather, air safety, aircraft engines, survival techniques, and aircraft identification.

COROLLARY MECHS

OUTDO REGULAR CREWS

WHAT APPEARS to be something of a per-capita training record for corollaries was achieved by the 8521st AT Sq in Calif during its first unit active duty tour, held a few weeks ago. Seventeen commissioned and 14 airmen members of this organization at Fairfield-Suisun AFB, Calif, logged a total of 2909 training hours, or 93 3/4 hours per man, during the 11 "working" days of the 2-week tour.

The results of their concentration and efforts paid off. Every pilot qualified for an instrument card; two officers attained the rating of Senior Pilot; and the airmen had plenty of opportunity to dig into engine maintenance and other ground crew tasks and acquire a lot of practical experience.

In a report prepared for the Sq CO, Lt Donald L. Gaylord, the Reserve Training Officer for the 1733rd AT Sq (parent unit), stressed the atmosphere of friendly competition that had been maintained between reservist crew chiefs and those of the parent unit as each strove to excel the other on the periodic aircraft inspections. "In one instance," he said, "the Reserves beat the latter by half a day."

The commander of the 1704th AT Gp, of which Maj F. R. Green's 1733d Sq is an element, indorsed the training officer's report to the CG, MATS Cont'l Div saying: "This headquarters takes

justifiable pride in its corollary unit and we will continue in our endeavor to make the Reserve training program here stronger and better."

To the greatest extent possible, considering the number of men on hand, the active duty reservists (all WW II veterans) carried out the usual functions of a transport squadron, from cross country flying (which totaled 650 hrs) to 63 hrs of study and experience per individual in an intense ground training schedule.

Maj James Douglas commands the 8521st Sq. In civil life he is a Southwest Air Lines captain. Said he recently, "My fellow reservists come from many occupational fields; they include salesmen, school teachers, bankers, commercial pilots, clerks, and bookkeepers. I am very pleased with the way they have applied themselves to their Air Force assignments; they are serious about their corollary work. All concerned are getting a lot out of the program, and I think that if we are called upon to serve in an emergency we can make a worth while contribution."

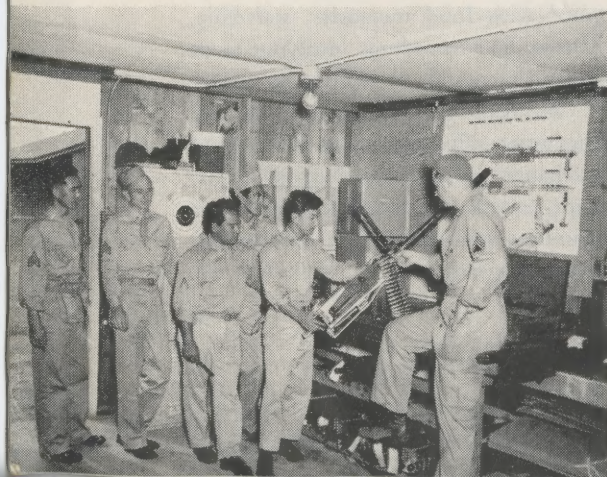
The fall program of this corollary, according to Lt Col W. W. Jones, the 1704th AT Gp CO, includes several cross country training missions. Conditions permitting, the reservists try to get in at least one extended weekend flight each month.

SUSPENSION OF THE OPERATION of certain service schools has become necessary because of the stringent personnel requirements imposed upon the USAF to meet operational commitments brought about by the current international situation.

The effect of this action is the cancellation of those classes at the Air Command & Staff and Air Tactical Schools, and the Air Inspector course reported in the June REVIEW as open to reservists in August and thereafter.

RESIGNATIONS submitted by Reserve officers (not on extended active duty) on the basis of occupation in essential industry will not be accepted, according to instructions on this subject sent from Hq USAF to ConAC on 31 July.

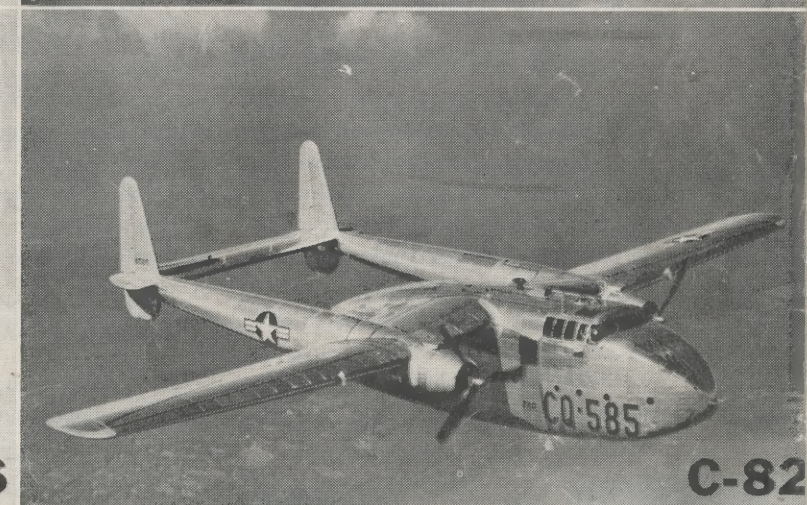
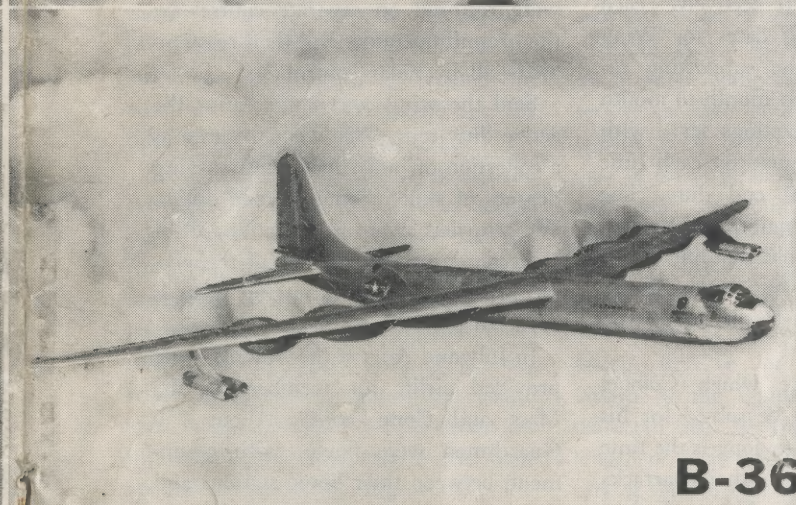
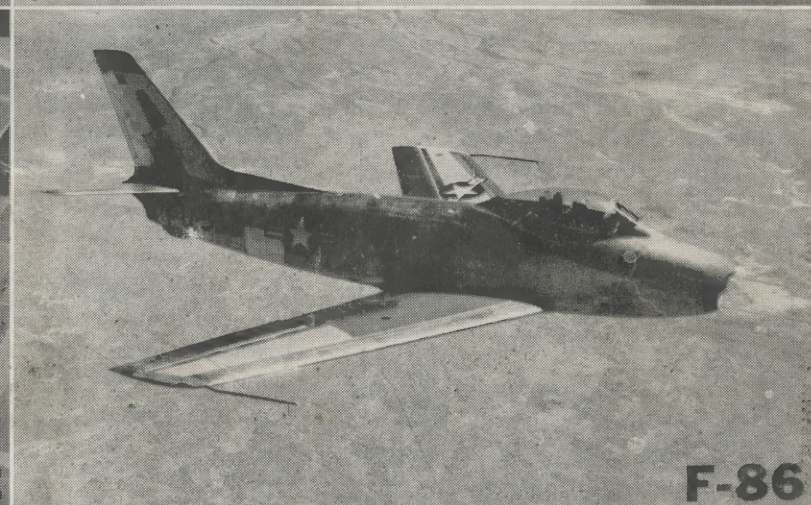
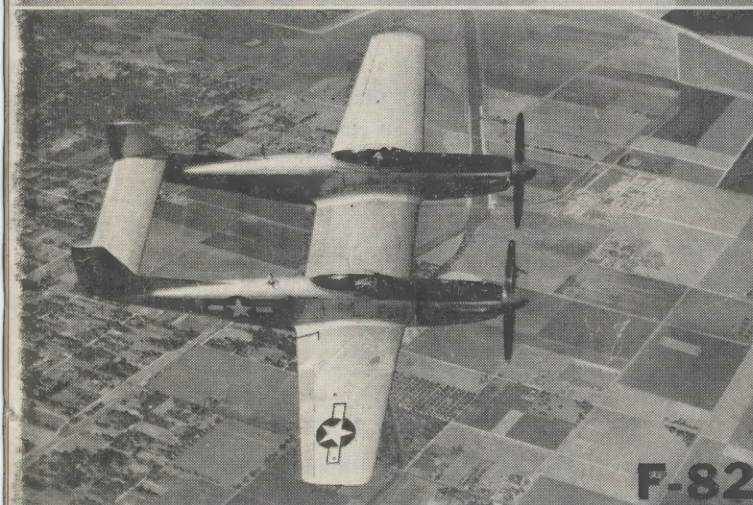
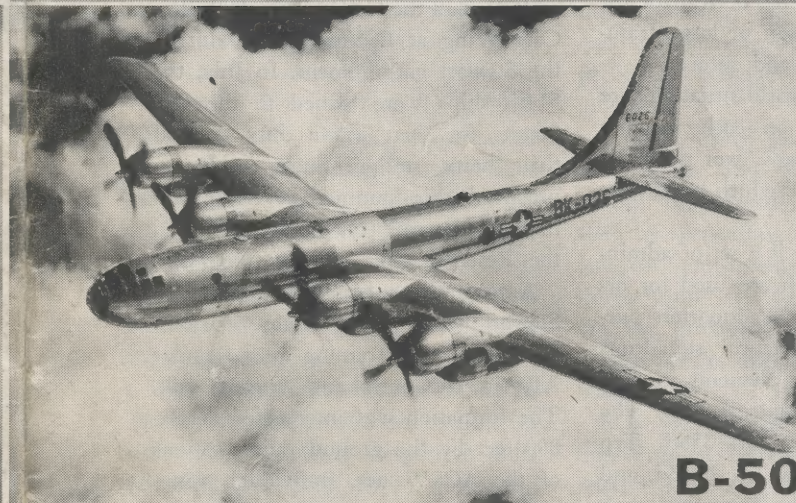
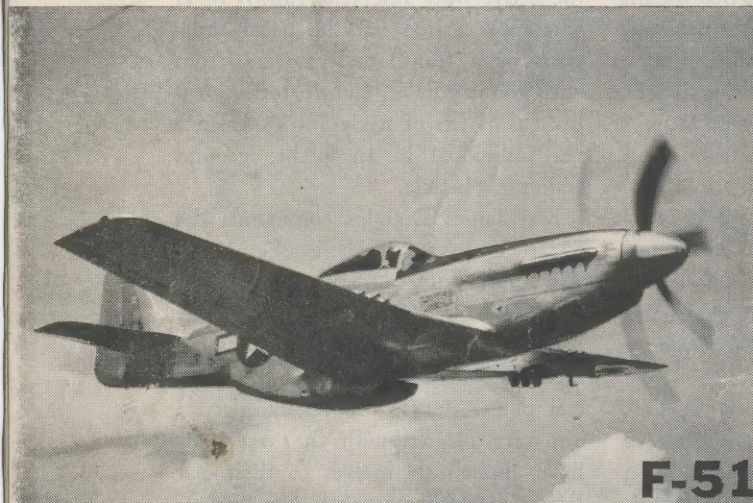
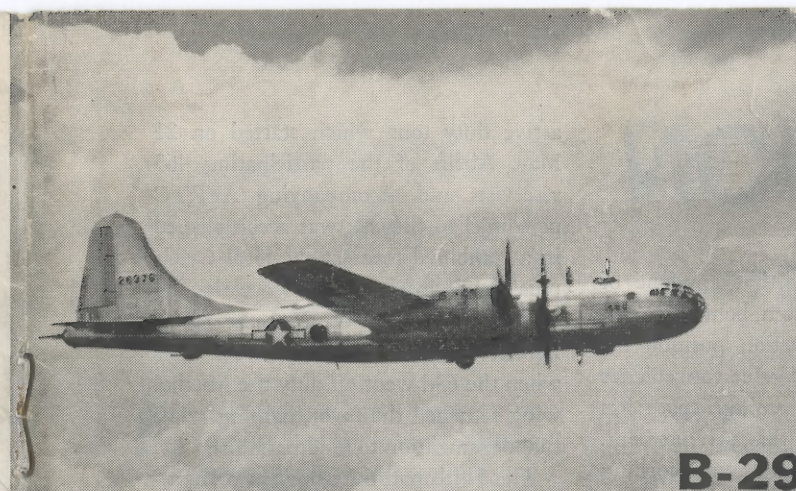
Acceptance of resignations is provided for only in cases involving "the best interests of the service." The latter condition covers resignations tendered in lieu of action which could be taken leading to discharge for cause.



Armament specialists train with guns used by their HANG F-47's.

AIRCRAFT USED BY RESERVE FORCES

Here's your answer when asked: "What kind of airplanes do your reservists train in nowadays?" Most of the aircraft used by flying crews of the USAFR and ANG are shown in this handy reference display. Absent (for lack of space) are the B-25, the Guard's F-47 "Thunderbolt," and the aircraft used exclusively in initial flying and navigation training programs.



AFRTC's IN ACTION

Mitchel AFB

"Except for the fact that our buildings are rather inconveniently dispersed around the base we are in good shape and the training progress of our Reserve wing is quite satisfactory," said Lt Col L. B. Matthews, CO of the 2233d AFRTC at Mitchel AFB, NY, a few days ago.

Brig Gen A. L. McCullough, CG of the 514th Troop Carrier Wing at this Center, was not on hand when the REVIEW's visit was made, he then being "on the other end" of one of his regular trans-Atlantic airline runs. A captain on the Pan American World Airways staff, General McCullough has 14,000 commercial flying hours to his credit in addition to more than 3,000 hours in military aircraft. He is a West Pointer of the Class of 1920; his aviation experience dates back to 1925 when he first started Air Corps duty.

One of the buildings Colonel Matthews referred to is the temporary (former barracks) structure which has been converted into an excellent training facility. In one of the several well-planned and comfortable classrooms of the building is a unique contraption designed to display training aid mock-up panels to very good advantage. At the front of the room several sets of overhead rails are attached to the ceiling, arranged in lines crossing in front of the audience. The big panel displays are mounted on wheels on these

rails in such a way that any one of them can be slid from behind a curtain out into instruction position before the class. Considerable convenience and conservation of storage space has been realized from this arrangement. A similar sliding-panel setup working out of a neat cabinet has been made for the selective utilization of large training progress charts and records.

Briefings on the world situations are given to reservists on each training weekend in the Wing's "war room" at the side of Hangar 5, which houses the Center headquarters.

Also in Hangar 5 is a set of administrative offices which are used for orderly room and unit headquarters purposes by the four tactical squadrons and their supporting elements in turn when they are on inactive duty. The 355th, 356th, 357th, and 358th Trp Carr Sqs train on the 1st, 2d, 3d, and 4th week ends, respectively, each month. The training dates for Wing headquarters and the supporting organizations vary from month to month so that these organizations serve with a different tactical squadron each time they come on week end duty. The Wing's aircraft are maintained in Butler Hangar, a large old building about ½ mile from Hangar 5. Only Butler can accommodate the high rudders on the C-46's.

One inconvenience which Colonel Matthews hopes can be solved for his permanent party before long is the time lost in transit between their barracks and mess areas and the Hangar 5 duty site. In a round trip the men log about 7 miles cross-country travel.

Although his AFRTC staff is considerably short on Category R airmen (22 out of 89 authorized), the officer Category R picture is just about clear; only 4 vacancies existed here in mid-August.

The 514th went to Stewart AFB, NY (near West Point), during its 15-day

active duty tour which started on 21 May. Airlift of the participating 463 reservists and accompanying AFRTC personnel to Stewart was accomplished in a combined force of the local C-46's plus C-47's loaned for the occasion by the 63d Trp Carr Wing at the Floyd Bennett AFRTC in NY. A week later when the 63d went on duty the Mitchel wing returned the favor, helping move that organization to Godman AFB, Ky.

The 514th had the use of its own aircraft plus all the C-46's of the 89th Trp Carr Wing at Bedford, Mass, during the Stewart encampment. In July, the 514th ships were loaned to the Bay Staters for their active duty tour at their home station. Such exchanges, practiced this summer in many sections of the country, greatly enhanced the Reserve wing summer programs.

Among the missions completed at Stewart was a high altitude formation flight to provide training for a Regular AF Aircraft Control and Warning unit. The formation was intercepted at 20,000 feet by the ground radar stations of the AC&W net. Individual planes were rectored on separate courses by the ground operators and then reassembled—all by radar control.

Said the wing commander after the active duty tour, "We went to camp as a collection of individuals with varying degrees of skill in our assigned duties. We returned as an organization, all of us recognizing the abilities of the people in our units and knowing what is expected of us."

In July and August the Mitchel wing provided airlift for members of the Mass and Conn ANG. About 250 Guardsmen were flown, with equipment, between their home stations and their summer encampment sites in Maryland and Maine. Tied in with the ANG return flights was an air movement of 50 CAP cadets from Westover AFB, Mass, to 2 fields in Connecticut.

This month (October) the 514th will fly a simulated airlift "to resupply two airborne divisions now engaged with an Enemy Task Force in the Pine Camp area," in northern New York.

Legislative NOTES

PRESIDENTIAL SIGNATURE on 3 August of H.R. 9178 (Public Law 655) suspended until 31 Jul 54 the statutory restriction on the authorized personnel strength of the Armed Forces, thus making room for the additional men and officers provided for in H.R. 9526, the \$11½ billion supplemental appropriation bill passed by the House on 26 August and providing \$4½ billion for the Air Force. The President on 27 Jul 50 also signed S. 3937 (P/L 624) authorizing him, until 9 Jul 51 to extend enlistments in the Armed Forces for 12 months.

The Senate and House, on 25 and 26 August, appointed conferees to clear up differences in their respective bills (S. 4071 and H.R. 9477), providing family allowances for the dependents of enlisted personnel. Both bills would authorize allowances, graduated in amounts according to the number of dependents, to all enlisted grades.

The House, on 15 August, passed the Armories Bill (H.R. 8594), after adopting a committee amendment that deleted the \$400 million authorization limitation in the bill. The Senate then passed H.R. 8594 on 21 August, after substituting the provisions of S. 960, which had previously passed the Senate (See August REVIEW). Conferees on the subject were appointed by the Senate and House on 22 August.

Three bills proposing Universal Military Training (S. 4062, H.R. 9411 and H.R. 9487) were introduced in August. The Senate Committee on Armed Services is scheduled shortly to report S. 4062 to the Senate, having completed hearings at which Secy of Def Johnson, General Bradley, representatives of service and veterans organizations and others testified in support of the legislation. Although President Truman has indicated that he will not press for

passage of UMT (also called "National Security Training") at this session, due to the pressure of other necessary pending legislation, the Chairman of the Senate Armed Services Committee has predicted passage before Congress adjourns.

S. 4027, which passed the Senate on 15 August, and H.R. 9384, would amend the Selective Service Act of 1948 by suspending the provisions for one-year enlistments in the Armed Forces until 9 Jul 51, and by suspending the prohibition against assigning 18-year olds to duty outside the United States.

H.R. 9371, which proposes to amend the National Defense Act to achieve relative rank of officers of the Army and Air Force when in active service, provides that "All officers, including the Reserve components, in the active service in each grade shall take rank within such grade according to the date of his original commission or original letter of appointment to his current grade, except that any time during which a Reserve or National Guard officer did not hold a commission in his current or a higher grade in the active Reserve or active National Guard of the United States shall be deducted from his time of rank. When length of such service is the same, officers of the Regular Army or the Regular Air Force shall take rank among themselves according to their places on the promotional list preceding Reserve and National Guard officers of the same date of rank and length of service who shall take rank among themselves according to time spent in grade in active service." This bill was introduced on 8 August.

A new uniform allowance bill (H.R. 9413) was introduced early in August. It provides for payment of \$250 to any

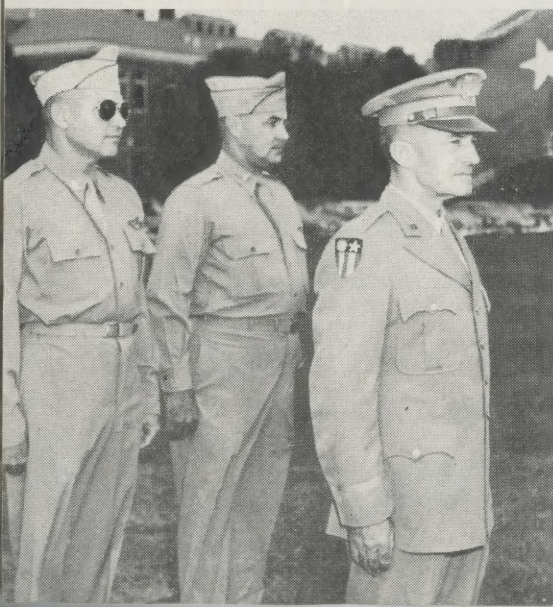
commissioned or warrant officer, including those of the Air Guard and the Reserve, if (1) he served in the active service as a commissioned or warrant officer on or after 1 Oct 40 and prior to 25 Jun 50; (2) he is ordered to active service for a period in excess of 30 days on or after 25 Jun 50; and (3) he has rendered not more than 30 days' active service during the one-year period immediately preceding such order to active service. Any uniform allowance paid during the one-year period immediately preceding such order to active service would be deducted from the \$250.

The House Armed Services Committee is holding hearings on H.R. 9554, a bill to amend the Selective Service Act by providing for registration and induction of doctors and dentists into the Armed Forces as Reserve officers. The Senate Armed Services Committee reported a similar bill (S. 4029) to the Senate on 28 August. The provisions of these bills will be discussed in a later issue of the REVIEW.

NINE NEW USAFR GENERALS

THE COMMANDERS of an AFRTC Reserve troop carrier wing and a corollary jet fighter wing, plus six M-Day assignees and an officer recently ordered to active duty at Hq ConAC, compose the group of nine members of the Organized Air Reserve recently promoted to the grade of brigadier general. Those who changed their eagles for stars were:

- Brig Gen Walter G. Bain, Chief, Detroit AF Proc Fld Office, AMC
- Brig Gen Merian C. Cooper, Deputy for Opr, Con AC
- Brig Gen Bruce Johnson, CG 50th Ftr-Intcp Wg (Jet), Otis AFB, Mass
- Brig Gen Douglas Keeney, Board of Appeals, Con AC (active duty)
- Brig Gen Charles Maylon, Spec Asst to DCS/P, Hq USAF
- Brig Gen C. F. Nielsen, Chief, Trans Div, DCS/M, Hq USAF
- Brig Gen Howard A. Rusk, Consultant in Rehab & Phys Med to Surg Gen, USAF
- Brig Gen P. C. Sandretto, Deputy Dir of Com, Hq USAF
- Brig Gen Albert M. Woody, CG 436th Trp Carr Wg (M), Godman AFB, Ky



Brig Gen A. L. McCullough, the Wing CG (right); Col A. F. Tucker, tactical Gp CO; and Lt Col D. E. Altman, Wing IG, watch the 514th Trp Carr Wing pass on parade.

AVIATION CADET TRAINING

A SURGE OF INTEREST which has been noted in the business of learning to fly in the military service prompts the following summary of the USAF Aviation Cadet Pilot Training Program. Articles in previous REVIEWS (Oct '49, Feb and Jul '50) have described other phases of flight training, that is, navigation, in-grade flying training for officers, and pilot training for the ANG, respectively.

The data which follows refers only to the training of cadets to become pilots; successful completion of this work leads to commissions and the winning of those precious silver wings.

Requirements for Aviation Cadet pilot training have not been changed since the outbreak of hostilities in Korea. To be eligible an applicant still must: (1) be an unmarried male citizen between 20 and 26½ years of age; (2) have satisfactorily completed at least 2 years of study at an accredited college; (3) possess high physical, mental, and moral qualifications; and (4) have an aptitude for flying.

Without lowering standards, the USAF expects to continue to meet its present annual requirements for pilots and to meet such quota increases as may become necessary.

Training is given almost entirely in the southwestern States where weather and visibility conditions make flying ideal. The year course is divided into 7½ months of Basic work and 4½ months in Advanced training.

Cadets take to the air first in the popular T-6 "Texan." After 25 hours

of dual instruction they are normally ready to solo. Dual and solo time usually adds up to 165 hours, including acrobatic, formation, instrument, and night flying.

For Advanced training, Cadets move on to instruction in the newly developed North American single-engine T-28 intermediate trainer, TF-51, the F-80 Jet, and its two-seat trainer version, the T-33A. Multi-engine training is given mainly in the famous B-25 "Mitchell."

Coordinated instruction during the 12 months includes academic and military training in addition to flying. The academic courses teach future pilots the design and engineering of their planes and the maintenance needed to keep them airworthy. Instruction also is given in radio communications, code, weather, navigation, principles of flight, and the host of other subjects which are a part of a pilot's professional knowledge.

Military courses teach the necessity for leadership and discipline for the high standard of conduct which is required of Air Force officers. They are taught to be executives capable of efficient and maximum utilization of Air Force funds, equipment and manpower.

Upon satisfactory completion of the course, the cadet takes his oath, and receives his gold bars and silver wings. Following a 30-day leave he begins a 3-year tour of duty. This service is with tactical units where he gains transitional experience in such aircraft as the F-84 Thunderjet and the F-86 Sabre (for fighter pilots); the B-50 Super-Fortress and the giant B-36 (for bomber pilots); and the C-54 Skymaster and C-74 Globemaster, C-82 and C-119 Packets (for transport and troop carrier pilots).

Enlisted members of the USAFR and the ANG, and other young men interested in taking the Aviation Cadet Course can obtain information on how and where to make application for pilot training at any AF Base or Army and Air Force Recruiting Station.

AFA CONVENES IN BOSTON

THE AIR FORCE ASSOCIATION is to be congratulated for the splendid attendance and the program offered at its fourth annual convention held in Boston late in August.

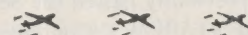
Featured among the events were addresses by Secy AF Finletter, Chief of Staff Vandenberg, and other high-ranking AF officers.

The principal theme of the conclave was the utilization of reservists to strengthen the ranks of the Regular Establishment in the present international crises.

Association members were greatly interested in the needs and operation of the partial mobilization. Officers from Hq USAF were present to answer questions on Regular AF personnel procurement, recall of commissioned and enlisted reservists, and the recruiting of aviation cadets.

The convention also featured AFA's National Air Fair at Logan International Airport, at which the X-1 supersonic plane was presented to the National Air Museum by General Vandenberg.

Among the several important resolutions acted upon by the Association was one urging the establishment of "adequate universal military training legislation without further delay."



ERRATA: Correct the ConAC map presented in the previous REVIEW by deleting the following lines from the corollary list:

Internat Apt, Los Angeles, Calif
Olathe NAS, Olathe, Kans
Univ Michigan, Ann Arbor, Mich
Univ Wisconsin, Madison, Wisc

SARCAP MISSIONS PLANNED THROUGHOUT NATION

CIVIL AIR PATROL began an extensive training program involving search and rescue techniques this summer under the supervision of Air Rescue Service, MATS. The training is known as "Operation SARCAP" (Search and Rescue—Civil Air Patrol), and several practice missions have been made under this program in various sections of the country in recent weeks.

Although CAP units have performed rescue missions previously, either alone or in conjunction with ARS flights, this overall training program is the first in which all ARS and CAP activities in the same locale train under a standard full-scale condition.

The first "SARCAP" mission was conducted in June with the Pennsylvania Wing of CAP performing a statewide search under supervision of Flight A, 6th Air Rescue Sq.

The Pennsylvania CAP, divided into seven groups, used more than 200 aircraft in the problem. Each group was given a selected target within its sector of the state. Within four and one half

hours each group had located its primary objective, and the state had been completely searched.

SARCAP missions were scheduled to be held in Delaware, Indiana, Oregon, and Connecticut in August, and as this REVIEW was being prepared, plans were about complete for another nine search-and-rescue practice missions to be held in September. These were set up for Utah, Idaho, Kansas, Nebraska, Minnesota, North Carolina, Michigan, Georgia, and Washington.

In each case, the CAP Wing commander consults with the representative of the Air Rescue Service for his area (there are nine ARS flights cooperating in this program in the Continental US), and a date for a simulated mission is selected. On that day the ARS unit alerts the CAP and calls upon its flights to search the entire State to locate "an aircraft lost en route" between two distant points specified in the order.

A Mission Coordinator (ARS officer) observes the CAP's operations and

solution to the problem, and offers advice on future missions. Standard procedures for carrying out real SARCAP missions are being taught and practiced through these trial runs and the critiques which follow them.

The Civil Air Patrol is made up of civil pilots, mechanics, radio operators, rescue parties, doctors, and nurses who work on a volunteer basis. It is an official auxiliary of the Air Force, and aiding Air Rescue Service on search and rescue missions is among the several duties it is charged with.

Nearly all CAP aircraft are privately owned and maintained. No pay is furnished the pilots for their time or aircraft, except for gasoline and oil used while on authorized search and rescue missions. During 1949, CAP pilots flew approximately 6,611 hours on missions requested by ARS.

MATS and ARS officials are proud of the calibre of work which the CAP is doing in the search-and-rescue field. They point to the fact that CAP pilots are intimately familiar with most of the terrain they patrol, and have personal knowledge of much of what they observe from the air, a situation which makes their flights doubly effective.

Houston Unit Long on Navigation Time

OPERATION OF THE RADAR Navigation School in time of emergency is the mission of the 8608th Nav Tng Wing,* corollary of the 3605th Nav Tng Wing at Ellington AFB, near Houston, Tex. CO of the corollary is Col George Kiser.

Word comes from Ellington that during the active duty tour of this Reserve organization, its 8618th Tng Sq (Nav) accomplished an exceptionally high training record. Its members prepared all of the lectures and mission instruction used—both ground and air—for the entire 2-week period. The

corollary squadron members delivered 75 percent of the 160 hours of instruction; they supplied their own flight and ground mission briefings; and completed about 700 hours of air training in dead reckoning and celestial navigation refresher missions.

Although, because of the regular base training missions, aircraft were not available in quantity for Reserve purposes, a significant number of corollary flyers, particularly in the 8619th Tng Sq (Flying Support), obtained instrument cards and check-outs in the TB-25 and TC-47 training aircraft. Many

men flew as co-pilots on missions for both the Regular AF and the corollary trainees, and a number of Reserve pilots were able to take over the instruction of their own men.

Airmen with clerical assignments attended a school on record-keeping; the 8608th Maint & Sup Gp reported that the records of all its airmen were brought up to date during the active duty tour.

Nearly all the Reserve navigators and bombardiers were able to complete their proficiency requirements as to total flight time and types of navigation time.

*Most corollary wings consist of a Hq & Hq Sq, one or two tactical elements, and several supporting elements. The 8608th is a typical one.



Cadets confer on advanced course F-80 mission.

Approved by the Secretary of the Air Force as the official information medium for the Air Force Reserve, the Air National Guard, Civil Air Patrol, Air Force ROTC, and the Air Explorers.

The printing of this publication has been approved by the Director of the Bureau of the Budget 5 April 1949 and 17 April 1950. AIR RESERVE FORCES REVIEW receives AFPS material.

If you know any member of the AF Reserve who has failed to receive his copy of the monthly REVIEW, advise him to report that fact and his correct address to the Director, USAF Extension Course Institute, Gunter AFB, Montgomery, Ala.

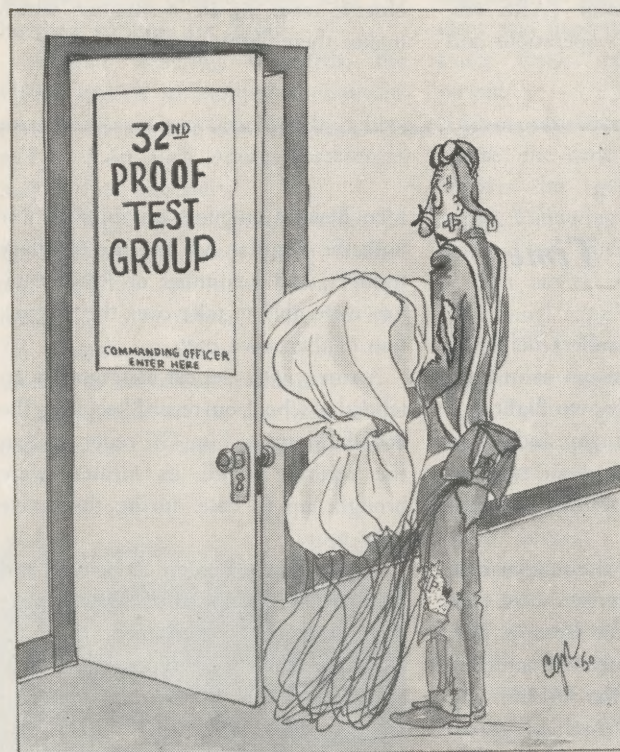
Editorial office, AFRCF-6 Pentagon, Wash, D. C.

COVER—Brig Gen A. L. McCullough, CG of the 514th Trp Carr Wg at the Mitchel AFB AFRTC, visits with two of his Reserve C-46 crewmen.



AIR RESERVE FORCES REVIEW

Rudolph THE RESERVIST



"Sir, my findings on this item check with yours."

STAFF EXPLORER OFFICERS NAMED

THE APPOINTMENT of seven Staff Explorer Officers at key points in the Continental Air Command was announced by ConAC a few days ago. These officers act as liaison for the USAF in cooperation with the Explorer Program of the Boy Scouts of America.

Those named to carry out this task were: Capt W. E. Reid and 1st Lt F. J. Behan, at Hq First AF; 1st Lt E. G. Wicks Jr., at Hq Fourth AF; Capt J. J. Shanley, Tenth AF; Capt J. L. McNeil, Fourteenth AF; 1st Lt M. C. Royles, operating out of the 2596th AFRTC, Hensley Fld, Tex; and 1st Lt J. P. Hansen, at the 2471st AFRTC, O'Hare Internat Apt, Chicago.

Reservists who wish to participate in the Explorer Program (meanwhile earning points for retention, promotion, and retirement) are welcome to communicate with the above-named officers for general guidance in the matter of working with the Explorers. They will find, however, that their closest contact man and the person probably most informed on the local situation in this matter is the AF-Explorer Project Officer at the nearest AF base.

As outlined in the story which appeared in the May REVIEW, these Project Officers are individuals designated by their CO's to act as field contact men working with the local Scout Councils and Explorer Units. There are more than 8,000 Explorer Units of all types—Air, Sea, and Ground—in the country.

ENCAMPMENTS PROVIDE TRANSPORT PRACTICE

ONLY PART of a story is what we had in the August REVIEW in that report on the Chicago AFRTC Wings airlifting members of the ANG from Colorado and Wyoming to and from their Michigan encampment. A bulletin received from Tenth AF after that issue went to print revealed that in all, 65 Reserve troop carrier ships flew a total of 1,320 Guardsmen to and from Mich, Wisc, and Ohio camp sites.

Details of the project have not been provided, but the operation is reported as "the largest coordinated effort of the Reserve troop carrier wings in the Tenth AF area to date—one which successfully demonstrated the ability of the reservists to fulfill their primary mission."

Participating in the June lift and in later air movements of ANG, CAP, and ROTC personnel to and from camp were the Reserve organizations of the AFRTC's at Selfridge, Offutt, Scott, and Atterbury AF Bases and at Wold-Chamberlain Field, Olathe NAS, and O'Hare International Apt near Chicago. Reservists served on 3-day active duty periods to make the flights.

This is YOUR AIR FORCE

AIR PROVING GROUND

THE AIR Proving Ground, a major command of the AF, is located at Eglin AFB, Fla. It is charged with the responsibility of determining the operational suitability of tactical equipment developed for use by the USAF.

Suitability testing, carried out under simulated combat conditions and in varying climatic conditions, reveals not only the effectiveness of equipment, but also the results of improved techniques developed for its employment.

Under the command of Maj Gen Bryant L. Boatner, the Air Proving Ground serves as a link between the developing agency and the various tactical commands. APG efforts are directed toward providing the answers to two important questions: (1) will the equipment under consideration do the job the AF needs done, and (2) how can the equipment best be used to do that job?

This evaluation, along with any rec-

ommended operational techniques and modifications deemed necessary, is sent to the tactical organizations and to Hq USAF for planning purposes, as well as to the developing agency where the data is used as a basis for modification of existing equipment and the design of new equipment.

This planning of tests and the analysis of the results are carried out under the direction of the Deputy for Operations. There are five testing branches serving under his Assistant Deputy for Operational Testing. One is concerned with the testing of equipment used primarily by the Strategic Air Comd; another works on Tactical Air Comd testing problems; the third's responsibility is with air defense equipment; guided missiles are studied in the fourth branch; and the last is responsible for tests of techniques and equipment common to all or several com-

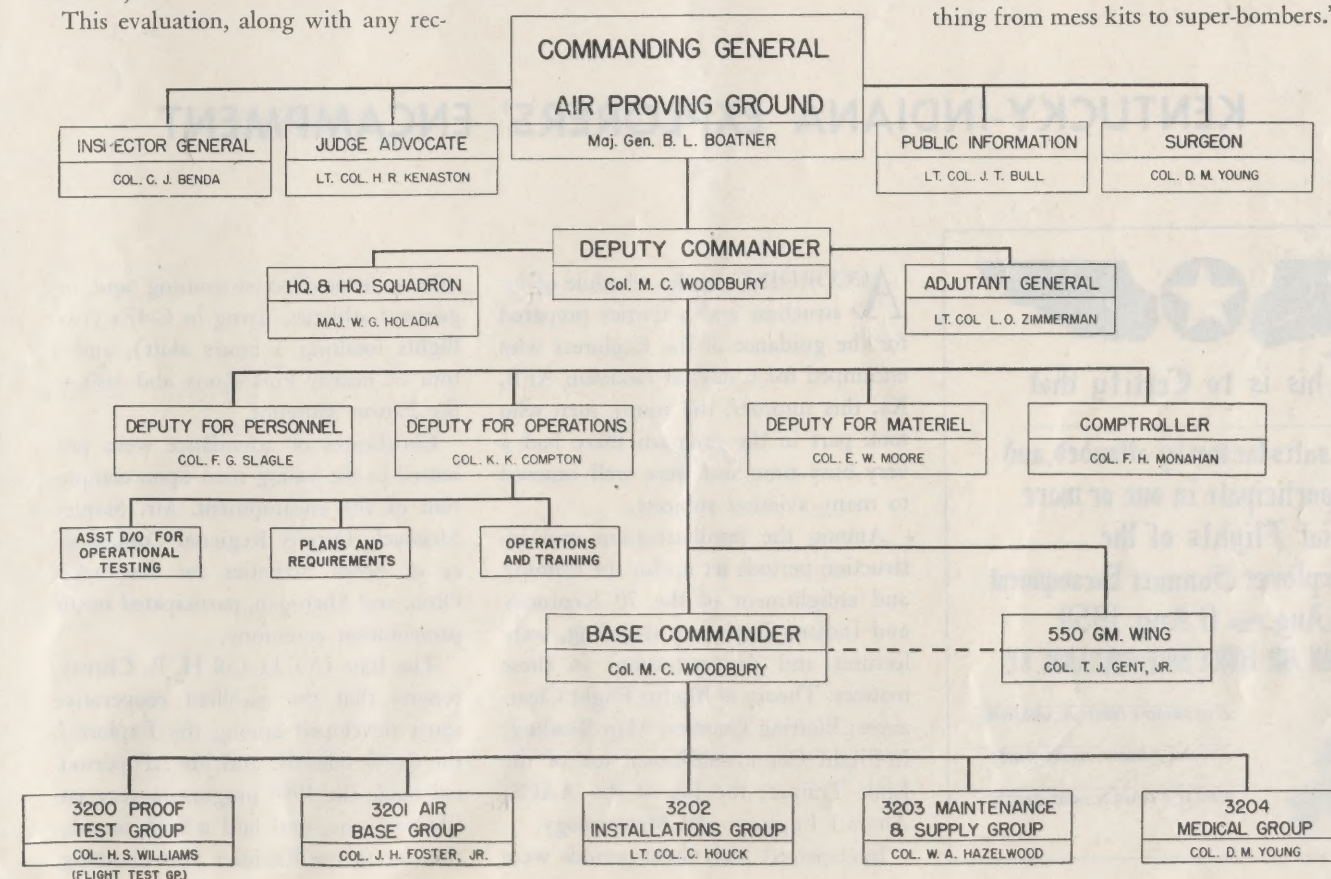
mands (survival equipment, transportation, medical, etc.).

Tests are carried out by personnel of the 3200th Proof Test Gp.

Nearly 500,000 acres of land and many square miles of water are within the jurisdiction of the APG in Florida. Much of the area is used for bombing and firing ranges and for testing the largest and fastest of our new aircraft and weapons.

Climatic effects on materiel are measured in the Command's famous Climatic Hangar at Eglin, in which any combination of temperature, pressure, and humidity found in the world can be duplicated. The hangar can accommodate a B-36, and its range of temperature control is from minus 65 degrees up to 165 degrees Fahrenheit.

The APG's evaluation of AF materiel is not limited to aircraft and weapons. It encompasses personal and organizational equipment, vehicles, tools, etc. As the APG states it, "everything from mess kits to super-bombers."



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KENTUCKY-INDIANA EXPLORERS' ENCAMPMENT



This is to Certify that
has satisfactorily attended, and
did participate in one or more
Aerial Flights of the
Air Explorer Summer Encampment
1 Aug. thru 6 Aug. 1950
GODMAN AIR FORCE BASE, FORT KNOX, KY.



LT COL HARRISON R. CHRISTY, JR., COMMANDING

MAJ. JOHN E. ALBERT, PROJECT OFFICER

BENNETT D. TAYLOR, JR., SCOUT EXECUTIVE

ACCORDING to the schedule of instruction and activities prepared for the guidance of the Explorers who encamped for 6 days at Godman AFB, Ky, this summer, the young men who took part in the program there had a very busy time and were well exposed to many aviation subjects.

Among the familiarization and instruction periods set up for the training and enlightenment of the 70 Kentucky and Indiana Explorers attending, were lectures and demonstrations in these matters: Theory of Flight; Flight Clearances; Plotting Courses; Map Reading; In-Flight Communications; use of the Link Trainer; the job of the AACs; Aircraft Engines; and Meteorology.

Interspersed with these periods were

others devoted to swimming and organized athletics, flying in C-47's (two flights totalling 3 hours aloft), and a tour of nearby Fort Knox and visit to the Patton Museum.

Certificates of attendance were presented to the young men upon completion of the encampment. Mr. Stanley Meenach, Deputy Regional Commander of Scout activities for Kentucky, Ohio, and Michigan, participated in the presentation ceremony.

The Base CO, Lt Col H. R. Christy, reports that the excellent cooperative spirit developed among the Explorers, the Scout officials, and his AF personnel made the 1950 program a very satisfactory one, and laid a firm foundation for future Explorer visit planning.